

HAVE YOU TRIED  
"POMRIL"  
(PURE APPLE JUICE).  
\$4.00 PER ONE DOZ. QUARTS.  
\$6.00 PER TWO DOZ. PINTS.  
SOLE AGENTS—  
H. PRICE & CO.  
12, QUEEN'S ROAD.

# Hongkong Daily Press.

ESTABLISHED 1857

JUBILEE  
PILSENER BEER  
IN HOCK BOTTLES.  
PER CASE OF 4 DOZ. QTS. \$13.  
" " " 6 " " " 13.  
SOLE AGENTS—  
H. PRICE & CO.

No. 13,470 號十柒百肆千叁萬壹第 日柒十式月叁年柒十二緒光 HONGKONG, WEDNESDAY, MAY 15TH, 1901. 叁拜禮 號伍十月伍年壹零千九百壹港香 PRICE, \$2½ PER MONTH

**WATSON'S**  
"E"  
VERY OLD LIQUEUR  
**SCOTCH WHISKY.**  
**A. S. WATSON & CO.**  
LIMITED,  
THE HONGKONG DISPENSARY.  
[a1632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 19, Praya Central  
[a47]

**JOHN WALKER & SONS'**  
FAMOUS  
**KILMARNOCK WHISKY.**

This World-renowned  
FINE OLD HIGHLAND WHISKY,  
Solo Shippers—CUTLER, PALMER & CO.,  
is obtainable in Hongkong of their Agents.  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. [a49]

**CUTLER, PALMER & CO.'S**

PRICE \$10.75 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO. Hongkong.** [a48]

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS.  
8.45 p.m. to 9 p.m. Every 15 minutes.  
9 p.m. to 11.15 p.m. Every 10 minutes.  
SUNDAYS.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
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1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st April, 1901. [a503]

**VICTORIA  
CYCLE  
EMPORIUM.**

THE pleasure of cycling consists in having  
a first class Machine, and the above Es-  
tablishment is always leading in this respect.  
We are Agents for the famous "NEW  
BOWE" and "MONOPOLE" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a speciality.  
**McKIRDY & CO.**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 1st April, 1901. [a443]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
\$5.00 per Cask of 375 lbs. net ex Factory.  
\$3.00 per Bag of 250 lbs.  
**SHEWAN TOMES & CO.**  
General Managers.  
Hongkong, 2nd July, 1900. [a3102]

**WILLIAM MACLEOD, D.B.S.,  
DENTIST.**  
BEACONFIELD ARCADE.  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [a476]

**THE VICTORIA DISPENSARY  
HONGKONG.**

**AERATED WATERS.**  
SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SARSAPARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.

**LANE, CRAWFORD & CO.**

**GROCERIES AND PROVISIONS**  
of all kinds imported direct from Cross and Blackwell, Lazenby, Barnes, & Co., MONTHLY.  
Freshness guaranteed.  
WINES AND SPIRITS of Best Quality only.  
SPECIAL AGENTS FOR  
Ayalas CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend  
WHISKY, Napier Johnstone's Square Bottle WHISKY.  
MANAGERS FOR  
Hongkong and China STEAM BAKERY.  
English, French, Twisted, COTTAGE and WHEATEN BREAD.  
CAKES Freshly made daily.  
BISCUITS of all kinds.  
WEDDING CAKES a speciality.  
N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy  
Valley. [a38]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT**

**\$22.50 PER DOZ.**  
Distinguished by 4 Stars on the label.

**ANOTHER FINE COGNAC, \$18.75 per doz.**  
Less old than the above.

**THE ELITE OF WHISKY:—  
THE "PALL MALL,"**

**\$20 PER DOZ.**  
11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY, BENEDICTINE LIQUEUR—  
D.O.M.,**

**\$10.75 PER DOZ.**  
Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

**AGENTS—SIEMSEN & CO., HONGKONG.** [a47]

**V.O.S.**

**OLD VATTED SCOTCH WHISKY.**

COMPOSED ENTIRELY OF THE FINEST PRODUCTS OF  
HIGHLAND DISTILLERIES, THOROUGHLY MATURED IN  
SHERRY CASKS. THE GREAT AND EVER INCREASING  
POPULARITY THIS BLEND HAS ACHIEVED BOTH AT HOME  
AND IN THE FAR EAST ARE IN THEMSELVES GUARANTEES  
OF ITS EXCELLENCE.

SOLE AGENTS—

**CALDBECK, MACGREGOR & CO.**

15, Queen's Road. WINE AND SPIRIT MERCHANTS.  
Hongkong, 7th May, 1901. [a40]

**COTTAM & CO.**

JUST RECEIVED  
**MANILA HATS**  
LADIES' AND GENTLEMEN'S. [a41]

**WATKINS, LIMITED**

66, QUEEN'S ROAD CENTRAL, HONGKONG

**CHEMISTS**

AERATED WATER MANUFACTURERS  
WINE AND SPIRIT MERCHANTS

CIGAR DEALERS  
COMMISSION AGENTS, &c.

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
**A. CHEE & CO.,**  
17A, QUEEN'S ROAD, HONGKONG. [a44]

**W. BREWER & CO.**

**NEW BOOKS AND NEW EDITIONS**  
by ENGLISH MAIL.  
The Englishman in China, by Michie, 2 Vols. \$20.00  
Malaria, by Angelo Celli, translated by Eyre  
The Marine Steam-Engine, by Sennett and Orm 13.00  
From the Cape to Cairo, by Grogan and Sharp 14.00  
The Story of Alfred the Great, by Hawkins 1.50  
Five Years in Ireland, by McCarthy, 1895-1900 4.50  
Saint Louis (Louis IX of France), by Perry 3.00  
Highways and Byways in Devon and Cornwall, by Norway 3.50  
The Dog, by Youatt 3.50  
Dr. Brewer's Phrases and Fables 6.50  
Concerning Marriage, by the Author of How to be Happy Though Married 0.70  
The Pleasures of Life, by Sir John Lubbock 2.25  
The Use of Life, by Sir John Lubbock 2.25  
Reed's Marine Engineering 8.50  
Bergin's Marine Engineering 7.50  
Roberts—Forty-one Years in India 3.50  
Correspondence Respecting the Dis-  
turbances in China, Blue Book, 1901 1.00  
World Wide Atlas, Keith Johnston's 4.50  
SWAN FOUNTAIN PENS.  
GAME OF KANHOO.  
WAVELEY PENS.  
WINSON and NEWTON'S DRAWING  
BOARDS.  
TENNIS BALLS.  
TENNIS RACQUETS.  
GAMES of ALL KINDS from Slazenger,  
AYER'S FOREESTER, &c.  
23 & 25, Queen's Road, Hongkong. [a37]

**REMINGTON TYPEWRITERS**

WITH ALL REQUISITES.  
**SIEMSEN & CO.**

SOLE AGENTS.

**THE CLUB HOTEL, LIMITED.**

No. 5-B, BUND, YOKOHAMA.

THE above Hotel, with 70 Rooms, is centrally situated, faces the Harbour, and offers all the  
comforts of a home. The Cuisine is in charge of a French Chef. The Manager's wife  
devotes herself especially to the welfare of the Lady guests.

All Passenger Steamers are met by the Company's Steam Launch.  
Telegrams addressed to "CLUB HOTEL," Yokohama, will ensure the attendance of the  
Hotel Commissioners at the Railway Station to meet arriving guests.

Terms from Yen 4.00 per diem upwards. Special terms for a prolonged stay.  
**A. H. CAMPBELL,**  
(Late of the Florence Hotel, Kandy, Ceylon).  
MANAGER. [a166]

**JUST RECEIVED**

**BREWERY—KARL GREGORY.**

**PILSNER BEER (HOCK BOTTLE) ... 12.00**

**PILSNER BEER (ALE BOTTLE) ... 12.00**

**MUNCHENER BEER ... 14.00**

Apply to—  
**G. GIRAULT.** [a45]

**UNITED ASBESTOS ORIENTAL  
AGENCY (LIMITED.)**

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE  
**UNITED ASBESTOS COMPANY, LTD., LONDON,**

CONTRACTORS TO H. M. GOVERNMENT.  
MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,  
"GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the  
best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum on  
Piston and Valve Rods, and is absolutely imperishable. "GLADIATOR" and "VICTOR"  
METALLIC BOILER JOINTS as SUPPLIED to H. M. and other FOREIGN NAVIES.  
ASBESTOS "SALAMANDER" Non-conducting Boiler Covering. Composition used exten-  
sively by the British and American Navies. ASBESTOS FIREPROOF COLOUR and  
FUNNEL PAINT "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.  
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts  
to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.  
Chief Superintendent ... THOMAS SKINNER  
Superintendent ... ARCHIBALD RITCHIE  
[a46] DODWELL & CO. LIMITED, General Manager.

**NOTICE.**

THE MEMBERS of the HONGKONG  
CRICKET CLUB will be AT HOME  
TO-DAY (WEDNESDAY), the 15th May,  
at 3.30 p.m., when the final Tie of the  
Professional Pairs will be played. After the  
conclusion of the Match, Mrs. STARR has kindly  
consented to present the Prizes for the Tourna-  
ment. A Band will play during the Afternoon.  
Hongkong, 14th May, 1901. [a41]

**PERSEVERANCE LODGE OF HONG-  
KONG, No. 1,165.**

A REGULAR MEETING of the above  
LODGE will be held at the FREE-  
MASONS HALL, Zeland Street, TO-MORROW  
EVENING (THURSDAY), the 16th inst.,  
at 8.30 p.m. precisely.

Visiting Brethren are cordially invited to  
attend.  
Hongkong, 11th May, 1901. [a226]

**WING CHEONG,**

Dealers in  
JEWELRY, PEARLS, DIAMONDS,  
CURIOUS, JADESTONE ORNAMENTS,  
BRONZES and CARVED IVORY WARE.  
FINE SILKS and GRASSCLOTHS.  
General Exporters of  
ANISEED and CASSIA OILS.  
&c., &c. Stock always on Hand.  
AN INSPECTION IS RESPECTFULLY SOLICITED.  
Note—We have for assurance that we also  
buy all kinds of Curious at Moderate Prices.  
1 & 3, D'AGUIAR STREET  
(Behind Hongkong Dispensary).  
Hongkong, 18th April, 1901. [a1056]

**THE HONGKONG STEAM WATER  
BOAT COMPANY, LIMITED.**

THE above Company is prepared to supply  
the shipping in Hongkong with PURE  
and FILTERED WATER both for deck and  
bottles.  
Call Flag W.  
**J. W. KEW,**  
Manager,  
20, Des Voeux Road.  
Hongkong, 18th December, 1900. [a1333]

**NOTICE.**

TENDERS are hereby called for the  
ERECTION OF BRICK SHOPS at  
JESSELTON for the NORTH BORNEO  
GOVERNMENT, particulars of which may be  
seen at the Office of  
Messrs. GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 14th February, 1901. [a508]

**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by  
Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE. [50]

**THE  
PEAK HOTEL.**

City Office: 7, Duddell Street. [905]

**HOTEL CRAIGIEBURN.**

PLUNKET'S GAP, The Peak, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
MANAGER.  
Hongkong, 2nd July, 1900. [58]

**THE WAVERLEY HOTEL.**

ICE HOUSE STREET, HONGKONG.

A  
FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly  
Spacious Rooms.

Very MODERATE TERMS to FAMI-  
LIES by the DAY or MONTH. [51]

**THE CONNAUGHT HOTEL**

A FIRST CLASS HOTEL of 45 Bed-  
rooms, elegantly furnished.  
The Hotel is situated near all the Banks and  
Principal Offices in the Colony.  
Special Attention paid to the Comfort of  
Guests.  
Cuisine excellent; under Experienced Man-  
agement.  
Terms Moderate.  
**A. FONSECA,**  
Manager.  
Hongkong, 1st December, 1899. [52]

**KOWLOON HOTEL**

THIS HOTEL is situated in a quiet  
locality, away from the din and distur-  
bance of the City, and surrounded by a deli-  
cious Garden. It is an ideal place of Residence.  
The building stands on an eminence, giving a  
magnificent view of the Harbour and the  
City of Victoria. It is within easy access of  
the Kowloon Wharves, where the principal  
Mail Steamers disembark Passengers, and from  
which there is a regular ferry service to Hong-  
kong.

Bowling Alleys and Billiards.  
The Cuisine is Excellent.  
**J. W. OSBORNE, J. H. DOWNS,**  
Proprietor. Manager.  
Hongkong, 8th September, 1900. [577]

**HING KEE HOTEL.**

(ESTABLISHED 1873)  
**MACAO.**

THIS First-class and well-famed establish-  
ment is pleasantly situated in the centre of  
PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.  
Terms very Moderate.  
**L. HING KEE, Proprietor.**  
Telegraphic address "HINKEE" [1019]

**"BOA VISTA" HOTEL,  
MACAO.**

CHAMING HOTEL for Tourists to  
Spend a few days in the Holy City.  
Macao is 40 miles West of Hongkong, and  
the trip is made each day (Sundays excepted) by  
the Steamship "KUNSHAN," Capt. W. E.  
CLARKE, leaving Hongkong at 2 p.m., and  
Macao at 8 a.m. Connection made at Macao  
with Company's Steamer to and from Canton.  
Cable Address—"Boavista."  
**CLARKE & CO.,**  
Proprietors.  
For Terms, apply  
906a' **MANAGER.**

**WO FAT & CO.**

SHIP CHANDLERS, SAIL MAKERS,  
GENERAL STOREKEEPERS,  
No. 11, LEE YUEN STREET, EAST.  
Hongkong, 25th July, 1900. [207]



## INTIMATION.

**A. S. WATSON & CO.,**  
LIMITED.

ESTABLISHED A.D. 1841.

In view of recent events and to meet the expressed wish of some of our constituents we have THIS DAY

## CLOSED

THE  
HONGKONG DISPENSARY  
SODA WATER FACTORY,

although fully confident of the absolute purity of the output from this source.

We are now making Aerated Waters only at our WEST POINT Factory which is openly situated facing the sea, and is the finest and most commodious Soda Water Factory in the Far East.

Orders will be received as usual.

**A. S. WATSON & CO.**  
LIMITED,

AERATED WATER MANUFACTURERS

ESTABLISHED 1841.

Hongkong, 13th May, 1901.

## BIRTH.

On the 3rd May, 1901, at 130A, Bluff, Yokohama, the wife of W. K. C. Poon, of a daughter.

## MARRIAGE.

On the 7th May, 1901, at Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., JOHN GRIFITH, of the Canadian Presbyterian Mission, HONOLULU, to MARGARET A. ROGERS, of Toronto, Canada.

## DEATHS.

On the 10th April, 1901, at Chungking, ARNOLD HENRY, son of LIONARD and CAROLINE N. WIDMAN, of the Friend's Mission, aged one year.  
At No. 6, Tunkin, Tokyo, on the 2nd May, Rev. WILLIAM JOHN WHITE, aged 53 years.  
On the 10th May, 1901, at 4, Park Lane, Shanghai, JOHN, son of A. J. NORONHA, aged 10 years.

## The Daily Press.

HONGKONG OFFICE: 14, DES VETUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 15th May, 1901

THE special telegram received yesterday from Shanghai, and published in our columns, has no doubt been read with much interest. The Chinese Government, it is reported, now offer to pay an indemnity of Tls. 450,000,000 in thirty equal annual instalments, including Tls. 10,000,000 from Salt Revenue, Tls. 2,000,000 from native Customs, and Tls. 2,000,000 from the Tariff. They also stipulate that the Tariff shall be increased. From this it would seem that the Chinese Government at any rate proposes to continue the present pernicious system of two Customs services and to perpetuate the *lekin* levy. If so, these decisions are to be regretted, and will, we hope, yet be abandoned. According to the N. C. Herald of the 8th inst., if the Chinese Government agree to pay the amount claimed, the troops will be withdrawn from Peking, except the necessary garrison, the Emperor will return and take the reins of government, order will gradually be restored in the North, and trade will resume its beneficent task of smoothing over racial hostilities. The present proposal of the Chinese Government is less than the sum named by the Foreign Ministers, to wit £65,000,000, or roughly Tls. 480,000,000, but it is probable this difference will be bridged without much difficulty, and it is satisfactory to hear that the Foreign Ministers have agreed that any increase of the Tariff is to be conditional on the abolition of *lekin* on foreign goods. As our Shanghai contemporary says, while this is a step in the right direction, it does not go far enough, because it will leave open a door for endless disputes, arising from mis-

takes as to what are and are not foreign goods. The Chinese official is so ingenious that if a crack be left through which he can insinuate his way, he will, cockroach-like, flatten himself sufficiently to do so. It is also reported that Sir ROBERT HART proposes to collect the duties at a fixed rate of 6s. 8d. for the Haikwan Tael, which would be equivalent to more than doubling the tariff. If this be the case, the Powers could not consent to the Tariff being raised to 10 per cent. *ad valorem*, or the duties would be quadrupled. We should think there must be some mistake here. It is gratifying to learn that the Powers have not overlooked the question of the opening of the inland waterways to foreign trade and navigation. This privilege, nominally conceded to Sir CLAUDE MACDONALD, is to be converted into a genuine concession, unfettered by ridiculous stipulations such as those which rendered the opening of the West River a costly and disappointing farce.

If the news given by our Shanghai contemporaries be correct, then the protests recently sent home by the Hongkong and Shanghai Chambers of Commerce will be unnecessary; but it is just as well they were made, for there are still some points to be insisted upon, and in any case it is of the highest importance that the views of the two most important commercial bodies in the Far East should be set clearly forth at a crisis like that which has now arisen in China. The question of internal taxation is so large and difficult that too much attention cannot be paid to it at the present moment. The British Minister will no doubt redeem the promise made by his predecessor Sir CLAUDE MACDONALD to the Chambers of Commerce at Hongkong and Shanghai, to afford them the chance of expressing their opinions on the revision of Tariff before agreeing as to any details, and there will be no great difficulty in obtaining a fairly unanimous one as to the desirability of abolishing the barrier and customs stations and consolidating the numerous imposts into one duty, which shall frank the goods to any destination. It is by this means alone that the large increase in the Tariff can be justified, and by this means, too, that trade can be developed with the interior markets, now practically closed to foreign goods. Perhaps these remarks may prove a little premature, for no agreement has yet been actually arrived at, but it is encouraging to note that it is within something like measurable distance, and we trust that it will not be long before an actual basis of settlement is come to. The fact that the Chinese Imperial Court is expected to arrive at Kaifeng-fu next month would seem to point to a belief that a *modus vivendi* will be found before then. The Court will not, we may be sure, tarry longer than necessary at Kaifeng; the Emperor is reported to be extremely anxious to get back to Peking with as little delay as possible.

On Monday night the British gunboat *Lizard* left for Canton, and the German hospital-ship *Wilhelms* for Singapore.

During the 24 hours ending at noon yesterday there were reported 14 fresh cases of plague (13 Chinese, one other Asiatic), with 13 deaths (all Chinese).

Mr. Hawkes, the third victim to plague amongst the Hongkong Dispensary staff, is reported to be doing well, and hopes are entertained of his recovery.

The last rainstorm has done considerable damage to building operations in the Colony. Two or three blocks in course of erection at Tsim Sha Tsui have suffered to a very large extent.

Sir John Carrington, J.M.G., Chief Justice, was still unable to attend court yesterday. It was stated, however, that he was recovering from his slight indisposition, and probably would be able to reach the court this morning.

The Public Works Department have added another overseer to their waterworks staff in the person of Mr. J. H. Barrington, who came out from Chester by the *Inaba Maru*. He was foreman millwright at Messrs. Crossley & Sons, of Manchester, for many years.

Japanese papers state that Prince Ching and Li Hung-chang have applied to Field-Marshal Waldersee to stop the so-called punitive expedition, composed of French and Germans, to Pao-fing-fu, as the expedition will have the effect of further prolonging the stay of the Imperial Court at Hsian-fu.

The night before last a ricksha-coolie, having for his fare one of the engineers of the steamer *Empress of Japan*, drove his vehicle right over the harbour wall near Blake pier. Fortunately a European policeman was near-by and hooked both coolie and fare out, but not until both were well-nigh exhausted. The ricksha of course went to the bottom.

A recent paragraph which appeared in our issue the other day regarding the Hongkong coal supply, we learn on the highest authority that 18,000 tons of New Zealand coal have been contracted for by the Naval authorities that the fuel will be used on H. M. warships as an experiment, and, if successful, the supply will be permanent. We also learn that coal from Rangoon, India, has been purchased in large quantities for consumption here, and in the Northern Chinese ports.

It is reported that threatening plottings of the Big Knife Society against Christians have been posted at Nanking, and that one was even stuck up on the gate of the British Consulate.

The *Mercury* understands that Mr. G. Dietrich, Acting Commissioner of Customs at Tientsin, has resigned his connection with the Customs Service, and that his place is to be taken by Mr. A. E. Hippisley.

In the list of winning owners at the Shanghai Races last week, Mr. Toeg came first with 3 firsts and 3 seconds, followed by Mr. Duplex (3 firsts), Mr. G. H. Potts (2 firsts, 4 seconds, 1 third), and Mr. Kanook (2 firsts, 3 seconds, 1 third).

The C. N. S. *Tatung*, which left Hankow on the 7th inst., and has arrived at Shanghai, reported seeing the following men-of-war at the various river ports:—H.M.S. *Brisk*, the German gunboat *Tiger*, and a Japanese gunboat at Hankow; H.M.S. *Plover* and the French cruiser *Amiral Charner* at Kiukiang; H.M.S. *Bramble* at Wuhu; H.M.S. *Goliath* and the German battleship *Work* at Nanking; and H.M.S. *Argonaut* at Chinkiang.

We note that there was a Wagner Concert at the Gordon Hall, Tientsin, on the 3rd ult., given by the band of the 3rd Ostasiatische (Infantry) Regiment. The critic of the P. & T. Times says:—"For us there was but one discordant note, and that was furnished by one or two persons, who would converse when they should be letting other people listen." Tientsin being now so fashionable a place, these people evidently imagined that they were at the Opera.

The Japanese papers seem mostly of opinion that the Russian Government, having included the damages in Manchuria in its claim from China, will be compelled to move in concert with the Powers in the evacuation of Chinese territory. A *Mainichi* telegram says:—"It is reported that Russia will introduce the Manchurian question at the conference of the foreign Ministers in Peking as reported provisionally. Two or three of the powers are conferring together about the matter, and there seems to be no doubt that it will be brought forward in the way indicated shortly."

The Peking correspondent of the N. C. *Daily News* telegraphed on the 7th inst.:—"The Foreign Ministers to-day agreed to inform the Chinese Plenipotentiaries of the amount of the indemnities to be asked for. They also agreed to stipulate for the abolition of *lekin*, the establishment of the tariff on a gold basis, the free navigation of the inland waters of China, and the removal of the obstacles presented by the bars at Wosung and Taku. They are not agreed as to the opening of the whole of China freely to foreign trade. Sir Ernest Satow objects to this as long as extra-territoriality obtains."

A Tokyo telegram, dated the 3rd inst., says:—"The import duties at Newchwang are levied at the rate settled by treaty with China at present, and Russia is not able to levy a higher duty. When the place was first occupied by the Russians, their officials hoisted the Russian flag over the Customs, but it was eventually hauled down owing to a joint protest by the Powers. The Russians issued a regulation in which it was stated that one Russian official would serve in the local customs. No protest was raised by the Powers and a Russian official has been serving in the Customs since. The revenues of the Customs belong to the Chinese Government as a matter of fact; but it is not definitely known now where the money goes to."

According to northern native papers, the place and manner of future audiences at Peking has now been settled. Formerly the Ministers were received in the Hall of Tributary Nations, or some other subsidiary hall, anywhere rather than in any hall which would seem to admit the equality of foreign nations. Henceforth audiences must be held in the Main Hall, such as the Pao Ho Tien or Kan Ching Tien. The Emperor must provide chairs to meet and escort the Ministers. Banquets must also be given only in the places used for such purpose by the Chinese Princes, and Ministers, and not as formerly in some inferior building. A Peking letter says the total indemnity is 450 millions, to be paid by the 15th of the 5th moon. But if the Allies can withdraw earlier, then for each day so saved they will abate 800 or 900 thousand taels, as an inducement to China to hasten the peace, and so save paying such a very large indemnity.

We have received the annual report of the Tungking Medical Missionary College. It is stated therein that the number of out-patients compared with that of the year before shows a diminution of over 6,000 patients. 13,779 patients (4,242 new patients and 9,537 return visits) were seen on 140 consultation days, giving an average of 98 for each day. 330 in-patients were treated in the wards, 905 operations performed and 36 home-visits paid. In December patients again began to fill the wards, and on the last day of the year 32 in-patients with 17 servants were under the roof. Speaking of the troubles of last year the report says:—"On the 3rd of August the Civil Mandarin of Tungking ordered all missionaries of this district to leave as soon as possible for a safer place on the coast, as he could not protect them any longer. Our native Christians felt themselves safer here when the Europeans were away. So we started for Hongkong on the 6th instant, leaving the work in the hands of our native staff, who bravely carried it on, even when two months later the Roman Catholic and American Presbyterian chapels at Sheklung, the neighbouring town, were destroyed." The Mission returned to its station on the 21st October.

The Japanese indemnity of 600,000 yen has been successfully passed in the Hawaiian Senate.

The *Asahi* says that Sir Ponce, the chief of staff to Emilio Aguinaldo, has arrived in Kobe. He is shortly expected in Tokyo.

Mr. Alec Marshall's last evening concert at Shanghai is announced to come off on Thursday next.

The remains of the late Mr. Charles Dowdall, who was drowned in the wreck of the *Rio de Janeiro*, are being taken to Shanghai for interment.

Prince Ibrahim, a cousin of the Khedive of Egypt, has been staying in Japan on his way home by the C.P.R. from Ceylon, where he has been shooting elephants.

It appeared from the enquiry into the death of the Russian officer at Tientsin that a German soldier on police duty on the night in question tried to arrest two Russian naval officers, who were drunk, and whose rank he could not make out. The officers resisted, and the deceased tried to run his sword through the German soldier, whereupon the latter fired at the Russian officer, causing his immediate death.

According to Lieutenant W. C. Davidson, of the United States Navy, who writes of operations in North China last year, the Japanese army was far ahead of all others in organisation, discipline, endurance, equipment, and second to none in fighting. The detail to which their organisation was perfected could be seen on the battlefield, where their ammunition supply was so perfect that, besides looking after themselves, they still had time to assist the British and Americans in bringing ammunition from the city for the troops under fire. The American wounded can testify to the efficiency of the Japanese Field Hospital Corps at Tientsin, even when the Japanese loss was over 18 per cent of the troops engaged. After the first day's fighting the Japanese were the only troops with any energy left. So badly were the Allies beaten that day that with an energetic foe they would have been annihilated.

The N. C. *Daily Press*, commenting on the Spring Meeting at Shanghai, says:—"An innovation that was very successful was the introduction of a couple of horse-races each day, and there are not wanting those who predict that we shall soon come back to the programmes of the early sixties, when nearly all the races were for horses. It is pointed out that a Water can be got up here nowadays for Tls. 240 or so that can make better time than a China pony costing a good deal more; and the China pony if he turns out a failure has to be sold for a song, while the Water is always worth his cost as a hack for riding or in a carriage. Old residents ask why, if the China pony superseded the horse before, he should not do it again; and the reply is that horses are to be obtained from Australia now very much more easily and cheaply than in the old days, while the China pony is very much more costly than he was then. The disadvantage of going back to horse-races is, that it puts the races again so much in the power of the long purse. This can be avoided by over confining the horse-races to subscription horses distributed by lot."

## THE DUMPING OF DEAD BODIES IN THE STREETS.

## PREVENTIVE MEASURES.

This matter was fully discussed at a recent meeting of the Sanitary Board, and numerous suggestions were offered as to the means that should be adopted to put an effectual stop to this method of the poorer Chinese of getting rid of what in the majority of instances prove to be plague cases. The practice, as has been pointed out, makes the tracing of the source of infection an utter impossibility, and so the health of the community is endangered through the criminal neglect of ignorant Chinese, who prefer to harbour disease to reporting an outbreak to the sanitary authorities and having their houses disinfected. Disinfection is abhorred by the lower-class natives, and in order to teach them that the dumping of dead will not ensure immunity from it, one member of the Board suggested that a certain number of houses within a limited area of the spot where a body was picked up should be disinfected. Another member advised the infliction of fines upon all householders within the area, a third the stationing of watchmen at street-corners, a fourth the doubling of the rates for the quarter, and so on. The recommendation of Dr. Clark, Medical Officer of Health, was that a number of soldiers—men from one of the Indian regiments stationed in the Colony—should be enrolled as special constables to patrol the streets at night. At the last special meeting of the Sanitary Board it was intimated that the recommendation had been approved, and yesterday morning, at the Magistracy, twenty-five non-commissioned officers and men of the Royal Welsh Fusiliers and seventy-five non-commissioned officers and men of the Hongkong and Singapore Battalion Royal Artillery, making altogether a total of one hundred men, were sworn in as special constables. Their term of service is for three months, and their duties are to patrol the streets from 10 p.m. till 6 a.m. and prevent the dumping of dead bodies thereon. The step is an important one, and while it can hardly fail to achieve the end for which it has been taken, it may, incidentally serve, by simplifying the work of the sanitary authorities, to diminish the chances of a further serious spreading of plague.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

## GENERAL NEWS.

London, 13th May, 4.15 p.m.

## NEW RUSSIAN LOAN.

It is officially announced that the Russian Minister of Finance has authorised the issue of a Four per Cent. Loan of 424,000,000 francs, in order to restore to the Imperial Treasury the sums advanced to the railway companies by the Government.

## ISSUED BY ROTHSCHILDS.

It is unofficially stated that Messrs. Rothschild are issuing the Loan, probably at 98, Russia receiving 96.

## COTTON MARKET.

Small business is reported in Cotton at hardening rates. The Manchester market is depressed.

## WATTS'S RIDE—A C.M.G.

The King has conferred the Companionship of the Order of St. Michael and St. George upon Mr. James Watts for his conspicuous bravery in carrying the despatches from Tientsin to Taku on 19th June last year.

## REUTER'S SERVICE.

London, 11th May.

## THE PORTS AND THE FOREIGN POST OFFICES.

The Ports have sent a third Note to the Ambassadors of the Powers demanding the suppression of the Foreign Post Offices. This Note has also been returned to the Ports, thus creating partially a cessation of official relations between the Embassies and the Ports.

London, 12th May.

## ANOTHER RUSSIAN LOAN.

An Imperial Ukase, issued at St. Petersburg, authorises a loan of 424 millions francs, bearing interest at four per cent. to repay Treasury advances to the railway, and to meet current expenditure.

## RUSSIA AND CHINA.

It is stated that Russia is seeking to obtain a joint guarantee from the Powers for a Chinese indemnity loan. The majority of the Powers are opposed thereto.

## THE PORTS AND THE FOREIGN POST OFFICES.

The Ports show no signs of yielding in its demands for the suppression of the Foreign Post Offices. The Ambassadors are completely agreed as to the necessity for determined action.

London, 12th May.

## THE NEW RUSSIAN LOAN.

The statement that the French House of Messrs. Rothschild will issue the new Russian loan is confirmed. The arrangement is the result of M. Delcasse's visit to St. Petersburg.

## SPURIOUS MILK IN THE COLONY.

HEAVY SEIZURE BY THE SANITARY BOARD.  
A large number of cases of spurious condensed milk have been seized by the Sanitary Board, and, we believe, another heavy confiscation is to follow. For the past two years bad condensed milk has been placed upon the market, and already there have been proceedings both civil and criminal taken in respect of infringement of certain well-known condensed milk trade-marks. This, the latest discovery, has come not at all too soon, for it is well known that the milk is sold to ice-cream vendors at the rate of from 2 to 3 cents a tin, whereas the market prices vary from 20 to 45 cents, according to brands. Whether the present seizure is portion of a consignment imported in the usual way and become putrid by time, or whether it is the production of dishonest local traders, remains yet to be seen. Certain it is that large quantities of it have been sold, and is now being used by residents. Evidence has already been obtained that cases have gone off to itinerant vendors of ice-cream who parade our streets, and number of small shopkeepers are exhibiting tins of milk bearing the same label as a well-known brand on the market. In connection with this seizure we learn that there are other commodities equally as spurious upon the market to-day, and equally as injurious to the public health. Quantities of tinned butter, fruit, jams, fish, etc., are exposed for sale within the colony, which it would be as well to seize and destroy. We trust that the Sanitary Board, now that they have put their hands to the plough in this direction, will not turn back, and, if, on analysis, the milk now in their charge should turn out to be so injurious as to endanger the public health, they will at once take vigorous steps to prosecute those whose evil intention it was to palm it off upon a too-confiding public as a wholesome food.

## SUPREME COURT.

Tuesday, 14th May.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (JUDGE).

CAPT. P. S. PRIMROSE V. UN LAI CHUEH.  
This was an action brought by the plaintiff (on the original summons) to recover the sum of \$633.35, being, as he alleged, the amount of his salary and disbursements as from the 30th April, 1901, to the end of May, 1901, as damages for wrongful dismissal.

Mr. Hastings (Messrs. Deacon and Hastings) appeared for the plaintiff, and Mr. J. Hays (Messrs. Johnson, Stokes and Master) represented the defendant.

In opening Mr. Hastings, by consent, amended his claim by pleading on the one side of the particulars of the claim the master's pay from \$600 to \$200, and on the other side adding \$750 as "damages for wrongful dismissal 24 months' wages in lieu of notice," and \$72 as paid wages of steward, three boys, and a cook for March. His Honour consented to the amendment, and the claim stood as \$1,655.28, but in order to bring the amount within the Court's jurisdiction the sum of \$55.28 was waived.

In stating his case Mr. Hastings said his client was a master-mariner, and had been so for many years. The defendant was the owner of the steamer *Telemachus*, which he had lately purchased, and which was formerly one of the Blue Funnel boats. The plaintiff was engaged by the defendant as master of the vessel from the 1st December last at a salary of \$250 for three months, and \$8 a day after that period, if the ship was navigated successfully. He engaged the crew and signed the usual articles. Indeed he made several voyages from Hongkong to Saigon and the Philippines, and everything went well. He returned to this Colony from his last voyage by Saigon on April 19th last, and on the next morning, at 8 o'clock, Capt. Williamson went on board, and presented Capt. Primrose with a letter in which he was requested to hand over command of the steamer to the bearer. On receipt of the communication, of course, Capt. Primrose immediately completed his necessary business and left the ship. He at once went to the defendant and asked the reason of his dismissal.

His Honour: What was the trouble? Optum? Mr. Hastings: No trouble at all. We have not been able to find out. My client asked the reason, and could receive no satisfactory reply. He even asked for a discharge and a character, and they were refused him. Now, I submit that the master of a ship is in the position of every other person engaged as a servant, and in fact in a much higher position than a clerk, who is entitled to a reasonable notice of dismissal, and it is for your Lordship to say what reasonable notice of dismissal my client is entitled to in this case. An ordinary clerk is entitled to three months' notice. I submit the captain of a steamship is in a very much higher position, and is, if at all, entitled to a very long notice, but in order to keep within the mark we have claimed the three months only. The rest of the claim is the ordinary captain's account which has been paid month by month, and which I shall show your Lordship is that usually paid by owners to master-mariners for disbursements on board their ships.

Capt. Primrose said that his engagement with the defendant was made on the 1st December last, when it was arranged that he should receive \$250 for the first three months, and \$800 a month after that time. He engaged the crew, and prepared the vessel for his voyage. No complaint was made as to his conduct. Nothing connected with the ship. He arrived here on 19th April from Saigon, and the next morning he had an order to leave the ship. He called at the office subsequently and asked the reason for his dismissal. He saw the manager who said that the defendant was away at Canton. He was told that no reason could be given. He asked the manager for a discharge, and the latter said he could not do anything in the matter while the owner was away at Canton. However he never got his discharge.

Cross-examined: Mr. Ray was present at the time when the agreement was made, and he was engaged for an indefinite period. He had been captain of a ship of the same size as the *Telemachus*, and one which may be 200 or 300 tons smaller. Previous to joining the vessel he was in Government employ, which he resigned in order to take the command, but he was not by any means keen on the job. His engagement in terms was \$250 a month for three months and after that \$800. He had spent \$40 in ricksha-hire in Saigon, and that was the amount of the *pro rata* which had been allowed him in previous months. Certainly he took a carriage and pair on going to town, and that was customary. Sometimes he went to the agents twice or three times a day; indeed, whenever called for.

Mr. Hays: During the time you were in that ship, was any alteration made by you in the load line?

Plaintiff: Yes! I had it shifted to its proper position. It was on my return from a trip to the Philippines.

Mr. Hays: Why did you alter the load-line?

Plaintiff: Because I found a false load-line, and I was afraid of getting into trouble with the authorities here. I made the discovery that it was four inches above the Board of Trade mark after a return from Cebu, and after I had been in a gale with the vessel loaded down to her mark. It made a matter of 84 tons dead weight to her. The higher mark might have been put on when she was in the dock.

Mr. Hays: Did you consider that when you got this notice of dismissal it was on account of this alteration of the load line?

Plaintiff: No! I did not, and so it would have meant a big fine for the owners.

Mr. Hays: Was it not detrimental to the owners of the vessel to have the load-line shifted in that way?

Plaintiff: In a way. They lost in cargo 21 tons to every inch, but it was a false load-line, and it was likely, when the ship was loaded, to endanger its safety.

Mr. Hays: Was it not a serious offence to shift the load-line?

Plaintiff: It was a much more serious offence to have it in the wrong place.

Mr. Hays: Master said he was the second officer of the *Telemachus* at the time the load line was shifted. He had known the plaintiff for the past seven years; had sailed with him for five years, and knew him to be an efficient marine officer.

Cross-examined: It was the captain and mate who found that the load-line was false, through the bad weather we had on the voyage to Cebu. He (witness) altered the mark himself, and he did so because they had found by sounding that the Board of Trade mark was 4 in. below the painted one.

Mr. Hays: Do you not know that in altering the load-line you were taking a great risk upon yourself?

Witness: No! It was done by the Board of Trade.

Mr. Hays: How do you know whether it was not done by John Brown?



Witness: Because John Brown would not put it in with a hammer and chisel (laughter). For the defence the Chinese character was called. He said he had a great objection to the captain altering the load-line, because by that he lost cargo.

Mr. Hastings: Then you prefer to run this steamer with a false load-line and endanger the lives of those on board, so that you can get a higher cargo, and you dismiss this British Captain without any notice because he found the true load-line?

Witness: Yes, I dismissed him because he did not tell me before.

Mr. Hastings: And you think that's a proper way to treat the captain of a British ship, do you?

Witness: He should have told me before.

Mr. Ray, ship broker, deposed to having negotiated the sale of the s.s. *Telemachus*, and was present when the engagement for service was made between the plaintiff and the defendant. His idea was that although Captain Primrose wanted \$300 a month for three months' service, the reply of the defendant was "Well see about that."

His Honour in delivering judgment remarked that the plaintiff was perfectly justified in shifting the load-line of the steamer as he did. If he had not done so he might have got into very serious trouble either in the Harbour Office or at the Police Court. There would be judgment for the plaintiff on the amended account for \$405.25, and costs.

## POLICE COURT.

Tuesday, 14th May.

BEFORE MR. HAZELAND.

## HEAVY OPIUM FINES.

Ho Wa, a Stanley shopkeeper, pleaded guilty to the unlawful possession of twenty tins of raw opium, six tins of prepared opium, and four tins of opium dress, and was fined \$130, which he paid.

Tan Shi, farmer, 119, Wing Lok Street, was charged with the unlawful possession of twelve tins and six mace of prepared opium on the 13th inst. The defendant denied the charge, but was convicted on the evidence of an excise officer and fined \$250, or two months' hard labour. He went to prison.

BEFORE MR. KEMP.

## A DODGE THAT FAILED.

Two barbers and a Chinese (Chinese) had a difference of opinion in Centre Street late on Monday night, and from words got to pulling one another about and shouting. A district watchman heard the row and approached, whereupon one of the noisy trio set up a cry of "Thief," and explained to the watchman that they had had a scuffle with a burglar, who, however, had managed to get away.

The watchman had his own ideas regarding the affair, and took the three to the police station, where he charged them with being disorderly.

They were fined \$2 and bound over in \$25 each to keep the peace for three months.

## ROGUE AND VAGABOND.

Chan Ng, of no occupation, or address, was found skulking about the streets in the western district the other night by a Chinese constable, and asked to give an explanation regarding himself. He could not, and was taken to the lock up. On being searched, nothing but a twenty-cent piece was found in his pockets, and it was a bad one.

The magistrate found him to be a rogue and vagabond, and sent him to prison for 14 days, with hard labour.

TONG YUN, A BOY OF FIFTEEN, ENTERED A COOLIE HOUSE ON TUESDAY MORNING to see what he could pick up. There were two rooms in the house, the smaller one the cubicle of a foreman coolie. Seeing nothing to tickle his fancy in the large room, Tong Yun climbed the partition into the cubicle, and rolled some clothing and a blanket into a bundle. He tucked this under his arm, and was on the point of leaving when the occupant of the cubicle, who had been watching him, arrested the thief, and handed him into custody.

The magistrate gave him six weeks in which to reform.

## HOCKEY.

## KOWLOON V. THE WORLD.

This match, which came off at Kowloon on Saturday last, 11th inst., before quite a large gathering of spectators, including not a few ladies, resulted after a very fast match in favour of the home team by 7 goals to 2. The match was, however, much more closely contested than this result would show, and had the visitors been more accustomed to the fastness of the Kowloon ground the result would have, doubtless, been very different. During the afternoon, through the kindness of Col. Baillie and the officers, the band of the 22nd Bombay Infantry enlivened the proceedings by an excellent selection of music.

## HONGKONG VOLUNTEER CORPS.

## "A" MACHINE GUN CO.

The second competition of the present series took place at Kowloon on the 12th inst., when Gunner Blason scored his first win on the No. 1 Cup, and also in the best contribution towards the No. 2 Cup.

The very unfavourable weather prevailing during the competition accounts for the poor scores returned, especially at the 50 yards range.

The following were the best scores:—

	200	400	500	Yards	TL
Gunner Blason	25	24	15	25	89
Corporal Sumner	30	32	17	13	82
Captain Sanders	23	31	14	11	79
Gunner Edwards	18	31	12	16	77
Sergeant Barrett	25	19	16	17	77

## TRADE AT NEWCHWANG.

Messrs. Bandinel & Co. write to us from Newchwang under date 4th May:—

Produce is arriving more freely by rail and river. Approximate stocks are—Beans, 120,000 piculs ashore, 15,000 piculs afloat; bananas, 300,000 piculs; bean oil, 20,000 piculs.

Besides this there are 1,500,000 piculs beans at Teeking, and still more at Tanchangwang, waiting for boats; and 800 boats, with say 160,000 piculs, are expected to arrive here about the 20th inst.

Prices are consequently lower, we quote:—

Bean Oil per picul	5.30	strong
Beans per 10 piculs	6.40	weak
Bean per 10 piculs	5.26	to 5.70
Bean per 10 piculs	4.80	
Black	3.00	to 4.35

Freights are dull, but we anticipate a good demand for shipping in another ten days.

## NORTHERN NOTES.

The following items are from the P. & T. Times of the 4th inst.:—

Barracks for 2,000 troops are now being erected adjoining the British Legation.

The late Viceroy Yu Lu has been posthumously degraded and deprived of all rank and honours.

The Germans have completed the bridge at Hanku, and trains may possibly be able to run across next week.

All the new engines except four have now been set up at the Tongku works, and several are now in daily use.

From the 1st instant, mails ceased to have a special military escort by rail, and are now in charge of the postal officials.

The Military Authorities are, we hear, moving up the sunken junk along the Peiho which impedes traffic at various points.

Almost every night the foreign posts along the line of communication have a more or less successful scrap with brigands, and we hear Major Dunt has been very successful in killing and capturing a number of these rascals.

Admiral Seymour went up to Peking direct from Tientsin on the 2nd inst., being met en route at Tientsin Station by General Carrington. He was accompanied by Capt. Craddock.

Many of the well-to-do Chinese in Peking are buying whatever treasure and valuables they have as they say they hear the foreign troops are to be withdrawn and Chinese troops will take their place, and having already at the hands of the Boxers and foreign troops, they prefer not to take any chances with the Chinese regulars.

The Je Je explains that Tung Fushiang is still in Ning-sha, and that the reason the report has been circulated that he is going to join Russia is due to the unceasing activity of his troops. He is, however, really keeping them well drilled in obedience to the Dowager's orders, as she may require them at any moment. We give this for what it is worth.

The Recreation Ground was the scene of an impressive and pretty ceremony on Thursday morning last, when the whole of the British troops in the garrison were paraded to do honour to three of our Tientsin ladies—Mrs. Bellingham, Mrs. Droste and Miss Bourne. The parade was held at 10 a.m., when Major-General Lorne Campbell, accompanied by his Staff, escorted the ladies to the centre of a square, addressed a few appropriate remarks to them, pinned the medals on, and escorted them to the waiting-limousines, after which the troops marched past to the strains of the Band of the Hongkong Regiment. After the purely military function was over, the ladies had a very warm reception from their civilian neighbours on the Pavilion.

## JAPAN AND RUSSIA.

The *Nagasaki Press* of the 3rd inst. has the following:—

News received from an authoritative source from Vladivostok states that the Russian military authorities at the above port have been advised officially from St. Petersburg that the Russian Government has made overtures to Japan, offering the latter the ports of Dalny and Port Arthur in the event of Japan offering no opposition to the acquisition by Russia of an "ice-free port" in Corea. In connection with the matter, the names of Masampo and Port Lazareff are mentioned. From the same source we learn that all building operations both at Port Arthur and Dalny have been suspended by order of the Russian Government, which is presumably awaiting Japan's reply. That Japan is preparing for any Russian move on Corea would seem to be evidenced by the fact that the Army reserves are being called up. We learn that many reserve officers in this city have been requested to report themselves at once to Hiroshima.

Our Nagasaki contemporary says with reference to the above:—"There is reason to believe that the news appearing in another column is of a reliable and trustworthy nature. The identity of the individual who brought the information to this port we are not at liberty to disclose, but we may state he holds high official rank in Vladivostok."

## THE SITUATION IN COREA.

The following Japanese telegrams throw some further light on the loan question and the position of Mr. McLeary Brown:—

Tokyo, 1st May.—Mr. Hayashi, Japanese Minister to Seoul, has reported to the Foreign Department that he has received in audience by the Korean Emperor on the 22nd ult. He did not lodge a protest against the loan affair; but only presented the details and particulars. It is probable that Mr. Hayashi told the Emperor or so what his unofficial view was. The Japanese Government is examining the contract. It is reported that they have found several suspicious points, although the contract on paper seems to be void of political significance. Great Britain, America and Japan, who are opposed to the loan, are understood to be in communication with each other regarding the affair. There are several British shareholders in the Yunnan Syndicate, and the British attitude in the affair is reported to be indifferent so long as the Customs revenue is not touched and the position of Mr. McLeary Brown is left alone. The British Minister to Seoul is waiting for further instructions from London. Mr. McLeary Brown has taken no action in the affair.—*Mainichi*.

Tokyo, 3rd May.—Regarding the alleged demand of the Korean Government to Mr. McLeary Brown to give up control of the Customs business, the Japanese authorities state that the Korean Government called upon the Commissioner of Customs to give up his official residence in April last, without giving him any notice beforehand. The British Acting Minister to Seoul lodged a strong protest against it with the Korean Government, and the matter was dropped for the time being. Recently, however, the Korean Government sent an official document of a decisive nature to the British Acting Minister to Seoul and demanded the transfer of the Customs business and the surrender of the official residence of Mr. McLeary Brown. Mr. Brown's engagement does not expire for five years; but the Korean Government is using all possible means to compel him to leave the Korean service. The recent demand for the surrender of the Customs business is probably intended to enrage Mr. Brown to such an extent that he will throw up his position.—*Mainichi*.

Seoul, 3rd May.—Mr. Hayashi, Japanese Minister to Seoul, was received in audience by the Korean Emperor yesterday. The Minister was accompanied by Captain Iwasaki, Commander of the cruiser *Tokugawa*.—*Mainichi*.

Tokyo, 3rd May.—The Korean Government has sent a demand to the British Minister to Seoul for the surrender of the residence of Mr. McLeary Brown and the Customs business within a given number of days. The Minister has taken up a strong attitude.—*Asahi*.

The Patentes-Macneven & Cameron, Limited, DESERVE A NATIONAL MEMORIAL for their excellent invention. *Dover Chronicle*.

THE WATKINS FEN. THE PICKWICK FEN. THE OWL FEN. THE HINDS FEN. Waverley Works, Edinburgh 1909-2.

## THE CABINET CRISIS IN JAPAN.

It is now plain that although the original difference of opinion between Viscount Watanabe and his colleagues was adjusted, a new difference subsequently arose, culminating in the crisis of the 2nd instant. At the outset the Minister of Finance proposed, not to defer the progress of certain State undertakings, but to abandon them altogether for the present. Against that project the other members of the Cabinet protested vehemently. They were quite ready to agree that if the Treasury found itself without funds, and if the plan of domestic loans could not be carried into operation owing to stringency in the money market, corresponding adjustments should be made. But they were strongly opposed to anything like a radical change of the post-bellum programme. Viscount Watanabe appears to have made a concession to these objections, and to have agreed that the works should not be suspended, but merely delayed. Thus the threatened crisis seemed to have been averted. But the question of next year's Budget then came up for discussion, and it transpired that Viscount Watanabe had never entertained any idea of abandoning his principle. On the contrary, he considered that, in modifying his proposal, so far as the current fiscal year was concerned, he had secured its operation in subsequent years. In other words, while continuing his work on a reduced scale until 31st March, 1902, he looked forward to suspending them indefinitely after that date. He did not deny the beneficial character of the works or the advantages they would confer on the State, but he held that until the domestic money market should become easy enough to permit the floating of loans, all expenditures demanding such a course should be curtailed, and he further argued that a foreign loan was not to be thought of, inasmuch as to make further appeals to foreign markets would be a disgrace to Japan. Thus once more a gulf was found to be between his views and his colleagues, the latter being quite determined that the country's progress must not be arrested, and being also convinced that by a little management the financial difficulty could be overcome since the surplus revenue already flowing into the Treasury, and that which will by and by accrue from new and increased taxes passed by the Diet last session, would afford ample means to prosecute, if even on a reduced scale, the productive enterprises to which the State has put its hand. Viscount Watanabe, however, declined to listen to any of these arguments. He maintained his ground with singular resolution, and finally Marquis Ito cut the knot by resigning, his example being followed by all the other Ministers, including the Ministers of War and of the Navy, but excluding Viscount Watanabe, who, true to his resolution, stands completely isolated, and refuses to resign until he has submitted to the Emperor a full statement of his financial reasons.—*Japan Mail*.

## EAST CHINA STEAM NAVIGATION COMPANY.

A despatch has been received at the Foreign Office from H.M. Consul-General at Odessa, forwarding translation of an article which appeared in the *Odeski Listok* on the subject of the East China Steam Navigation Company, a shipping undertaking intended to work in connection with the East China Railway in pushing Russian trade in Eastern Asia. The article states that the ocean-going steam navigation company of the East China Railway, established in 1899, is a subsidiary undertaking of the East China Railway, and is mainly intended to bring freight to the railway and to help the disposal of Russian goods in the Amur Territory, in China, Japan, and Corea. With the opening of regular traffic on the line steamers of the company commenced to run, adapting themselves to the time tables of the trains.

The administration of steamers which is established near Tientsin-Wan opened agencies at Vladivostok, Nikolaievsk on the Amur, Dnie, on Saghalien, Nagasaki, Chefoo, Newchwang, Shanghai, Chemulpo, Petropavlovsk, Possiet, Tientsin, Hongkong, Gensan, Fusan, Hakodate, De Castries and Port Arthur. The Steam Navigation Company has coaling stations at Port Arthur, Chefoo, and Nagasaki. The agents of the Company are everywhere Russians, with the exception of those at the ports of Shanghai, Hongkong, Nagasaki and Hakodate, where they are natives. On beginning work the company bought from the Volunteer Fleet a fleet of seven cargo and seven barges and seven steamships: *Sibirian*, *Ninguta*, *Saguri*, *Inaki*, *Girin*, *Mukden* and *Tsitarik*. The two last named steamers carry cargo only, and are constructed so as to be able to take on board complete locomotives fully fitted. The steamer *Sibirian* was towing barges, and the remaining three were plying regularly between Port Arthur, Chefoo, Nagasaki, Shanghai and Vladivostok. Last year, two steamers specially equipped for work in the Okhotsk Sea were prepared at Shanghai. The Company's fleet ordered in Europe six steamers, of which two will be fast running, each having accommodation for 90 cabin passengers and 300 between deck berths. These steamers will be completed in the course of two or three months, and will ply regularly between Port Arthur, Tientsin-Wan and Nagasaki. The remainder will work along the Siberian coast. Thus in the current year the Company will possess 15 steamers having a registered capacity of 19,300 tons and accommodation for 500 cabin and 4,250 between-deck passengers.

## LOUIS DE ROUGE-MONT.

After the exposure of Louis de Rouge-Mont, the "great explorer," made by the *Daily Chronicle* about three years ago, it might have been expected that he would retire from public life. According to an exchange, Mr. de Rouge-Mont is still anxious to become famous. He was specially engaged to lecture in Australia recently, and there was a crowded house to receive him. But whether the spirit of St. Patrick's eye upset the temper of the audience or not is uncertain. Strutting on to the boards, garbed in the regulation evening-dress, the lecturer was assailed with loud cries of "Assine!" and "What price turtle soup?" He made a game attempt to start his lecture, but to no purpose, a few remarks on coral and pearls being all he could hear. He referred to something 75 feet long, but whether it was a coral-branch or a pearl it is impossible to say. By this time the noise was deafening, and Mr. L. de Rouge-Mont took a hasty retreat to the wings, having probably made his last attempt to address an Australian audience on the subject of his adventures amongst the wild tribes, who, according to his own account, inhabited that region, and he had been severely injured by a spear-throwing the north-west part of that island or continent.

It happened in one of the hill villages, and the church in which it occurred is localised to this day. Upon one memorable occasion the clerk gave notice to the assembled worshippers to the following effect:—"There'll be na service in the church for m'appen a matter of fower weeks, as parson's hen is sitting in th' pulpit."

## MR. PIERPONT MORGAN.

The *Daily Mail* gives the following account of Mr. J. Pierpont Morgan as he landed from the White Star liner *Titanic* on the 11th ult.:—

Mr. Morgan is the author of the billion dollar steel trust, which is to crush the British iron and steel industries, and of a few other smaller million-pound trusts which are to crumple up the industries of other countries. Naturally there was an eager and reverent crowd waiting on the landing-stage to witness his coming. According to general practice, the passengers were not allowed to land until the port authorities had banded the vessel and the mails and passengers' baggage had been landed. But an exception was made in favour of the multi-millionaire, and as soon as the gangway had been placed in position Mr. Morgan walked down in convoy of one of the ship's officials.

Mr. Pierpont Morgan does not look in the least like Mr. Pierpont Morgan. His brows are not clothed in thunder, nor do sovereignty and power express themselves in his mien. He does not jingle as he walks, nor does the radiance of diamonds encircle him. He is just a quick-looking, elderly gentleman with certain masterful expression on his rugged features, who walked down the gangway dressed in brown clothes and a blue tie, holding a paper-wrapped parcel under his arm. There was no brass band, and the people did not bow right and left. There was not even any one to meet him. Nor did he take the slightest notice of the waiting crowd, but strode with slow step and impassive face across the landing-stage and up the incline to the riverside station, where a private saloon attached to the special Electric train was in waiting for him. There he became busy.

The necessary agent of the company had carried aboard for him a bundle of telegrams and cables, and these he proceeded to read and to answer. A group of eager newspaper men had endeavoured to get a word with him. He strode past them with a shake of the head. When he had finished his correspondence he walked along the platform to the telegraph office and handed in his wires. Then a *Daily Mail* representative had a conversation with him, consisting of about seventeen words, of which the master of millions contributed, with a very good grace, considerably less than his share.

At Queenstown he had told a representative that he would not say anything until he got to Liverpool. Now he remarked that he would reserve anything he had to say until he got to London. He did not disclose what he had brought in his brown-paper parcel, nor whether he proposed to endow any free libraries, nor what were his hopes and intentions with regard to the world's steel supply. But with respect to the statement that he is taking over, among other enterprises, the Panama Canal, he remarked that he knew nothing about it, and was not responsible for such things getting into the papers. After that he got into his saloon, which was cut off from communication with the rest of the corridor train. The price of this privacy was that he was cut off from communication with the excellent restaurant car, and had to be content at luncheon time with a railway luncheon-basket.

At Euston a group of representatives of American newspapers were waiting for him. There were also his two little grandchildren, with their father, Mr. J. Pierpont Morgan, jun., and several other relatives and friends. The *Daily Mail* representative was on the point of holding him to his promise to talk on his arrival in London, but the sight of this tall, gaunt man of millions with a tiny child holding on to each forefinger and looking up with big fond eyes to the smile on his rugged face forbade any thought of such intrusion. A comrade of his, however, was more daring. "Oh," said the grandfather with appealing pathos, "please, please, leave me alone!"

## WATER RETURN.

LEVEL AND STORAGE OF WATER IN RESERVOIRS ON THE 1ST MAY, 1901.

LEVEL.	1900.	1901.
below overflow, below overflow.		
Tydam	74 ft. 3 in.	67 ft. 5 in.
Pokfulam	20 ft. 6 in.	25 ft. 9 in.
Wongachueing	35 ft. 5 in.	45 ft. 2 in.

STORAGE GALLONS.	1900.	1901.
Tydam	23,610,000	36,900,000
Pokfulam	23,500,000	14,140,000
Wongachueing	1,816,000	Nil.

Total 48,926,000 51,040,000

## CONSUMPTION OF WATER IN THE CITY OF VICTORIA AND HILL DISTRICT DURING THE MONTH OF APRIL.

	1900.	1901.
Consumption	96,692,000	94,080,000 gallons
Estimated population	205,500	211,500

Consumption per head per day 15.7 14.8 gallons

Intermittent supply 8th and 9th in consequence of a misapprehension of orders.

## CONSUMPTION OF WATER IN KOWLOON PENINSULA DURING THE MONTH OF APRIL.

	1900.	1901.
Consumption	8,035,000	12,166,000 gallons
Estimated population	28,000	29,200

Consumption per head per day 9.6 13.9 gallons

Intermittent supply last 9th.

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

## LATEST STEAMER MOVEMENTS.

The P.M. steamer *Chien*, with mails, &c., left Shanghai for this port on the 14th inst. at 5 a.m.

The P.M. steamer *Pera*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 11th inst.

The O.P. steamer *Achilles* left Singapore on the 13th inst. and is due here on or about the 18th inst.

The N.P. steamer *Glenogly* arrived at Tacoma from Japan and Hongkong on the 12th inst.

The N.P. steamer *Duke of Fife* has arrived at Yokohama, and sails for Hongkong to-day.

The C.P. steamer *Tartar* left Yokohama for Vancouver on the 14th inst.

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F.O.S. Very old liqueur ... 15.00

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SPECIALLY SELECTED ... 11.00

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GLENLIVET ... 7.00

HIGHLAND NECTAR ... 16.00

D.C.L. ... 13.00

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Do. EXTRA SPECIAL ... 14.00

Do. SPECIAL ... 13.00

P.D.C. ... 12.00

TEACHER'S Highland Cream ... 9.00

D.G. Dump bottles ... 8.00

FRANK BLEND do. ... 8.00

AMERICAN.

FINE OLD BOURBON ... 18.00

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Hongkong, 15th May, 1901. [618]

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Hongkong, 17th February, 1899. [85]

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1901 1901 1901

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Hongkong, 8th November, 1900. [27]

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## JAN THE ICELANDER.

BY  
HALL CAINE.

Author of "The Christian," "The Mummer,"  
"The Deceiver," "The Seagull,"  
&c., &c.

[COPYRIGHT.]

(Continued.)

## CHAPTER III.

Twenty years have passed, and we are on the  
deck of a whaling schooner, called "The  
Heckla," lying off the coast of Greenland. The  
captain is a strange man of whom little is  
known. He is called "Jan the Icelander," and  
the impression is that he came from Iceland.  
He is one of that sort of whom sailors say,  
"They've got neither father nor mother,"  
meaning that there seems to be nobody belong-  
ing to them.

But he is as good as whaler as ever throw a  
dagger, and a good man as well. Indeed, he is  
the recognised referee of that whole whaling  
fleet. What with the ice and the fog, and the  
hard work, and the bad shots, the men think  
they want a drop of "blue ruin" sometimes to  
keep their spirits going; but if ever there is a  
rumour over the drink, it's Jan the Icelander  
who has to settle it; and if ever there is a crime  
and blood is split, it's Jan who has to be judge  
and jury.

This man, this saint of that lawless com-  
munity on the Greenland seas, is Larry Clough.  
He is now fifty-five years of age, and looks much  
older. He has never attempted to return home,  
having been waiting for the message promised  
by his wife. At first he used to watch for the  
mail boats which brought letters to the men,  
but nothing ever came for him. And when an  
English whaler put up alongside he would be  
the first to board her, with "How's the old  
country, shipmate?" And then, "What port,  
boy?" as if thinking, perhaps, that no one could  
from the part he came from, but no one could  
did. On fine nights when the work of the day  
was done, he would lean over the bulwarks and  
look south over the sea, as if trying to catch  
sight of his own little country, to which he  
could return no more.

But that was long ago. Since then he has  
passed from ship to ship, concealing and finally  
losing his identity. He has had luck, the  
schooner "Heckla" belongs to him, and he is  
reputed to be rich.

At length a young Englishman has come out  
to the whaling. He is called Harry only, for  
family names count nothing where families are  
of no account. He is five-and-twenty years of  
age; and very bright and affectionate. Jan is  
greatly drawn to him. The young man tells  
him some of her love letters. Her name is  
Lucy, and they are to be married as soon as he  
returns home. All the tenderness of the old  
man's starved and hungry heart goes out to the  
young fellow.

"You speak English as well as an Englishman,  
Jan. Ever been in our country?" says Harry.  
"Once. Yes. I was there once."

"Long ago?"

"A—many years ago."

"Ten, fifteen, or as much as that?"

"Aye, or more."

"What port was it?"

"Whitby."

"You'd see changes at Whitby since then."

"No doubt."

"The railways, and the telegraphs, and—  
I don't know what."

"What's the railway, my lad?"

"The railway! How shall I describe it? A  
sort of steamship that runs on the land."

"How fast does it go—ten knots—fifteen?"

"Yes, and fifty to that, Jan."

"You must be flying like the angels then,  
my lad. And what's the telegraph?"

"An electrical invention for sending messages  
on wire. You can speak from London to  
Edinburgh in less than a minute now!"

"Why that's as quick as the lightning, my  
lad."

"It is the lightning, Jan."

"Wonderful! But I'm too old to get it into  
my head."

"Wouldn't you like to see it, though?"

"I'm not good enough my lad."

"Why, what do you mean, Jan?"

"People nowadays, having the powers of  
angel, of gods, aren't people better than they  
used to be in my time, my lad?"

"Not that I know of, Jan."

"Can't say they are. In fact, some folks  
are always lamenting the loss of the 'good old  
times,' as they call them."

"But these changes you speak of, are they  
everywhere in England now?"

"Everywhere."

"Even in the country places?"

"Yes, even in the little country town I come  
from."

"Where might that be, now?" says Jan.

"Down in one of the south counties."

"What do you call the place?"

"Sixoaks! Do you know I've heard of Six-  
oaks? Isn't that where there's an old country  
church and a little country inn alongside of  
it?"

"It is; but every country place in England  
brings forth twins of that sort, you know."

"But there's the statue of some old good man  
standing between them, isn't there?"

"There is—the statue of good old Father  
Clough."

"Father Clough! That's the name. I thought  
I should remember it."

"You seem to know a good deal about my  
country, Jan."

"Do I, my lad? Well, I ought to, if I  
don't. I've had English sailors off and on all  
my life, you see."

"Some of them from our parts, too?"

"Yes, one."

"A poor man, who seemed to be in trouble of  
some sort."

"In trouble?"

"Well, I thought so—there was a kind of  
mystery about him—he never went back to  
England that I know of."

"What was his name?"

"He never told me that. We called him the  
Englishman."

"How long ago is it? It is twenty years  
ago?"

"Maybe twenty."

"What was his age—old?—young?"

"If he is living now he will be—well, about  
my own age, my lad."

"Ever tell you of any friends he had in  
Sixoaks?"

"Yes, he used to talk of his wife and a young  
child."

"I know—I think I know. What was his  
character out here?"

"A quiet, peaceable man, I think."

"But he drank, didn't he?"

"Never a drop while he was here."

"Must be the same, though—must have been  
Larry Clough."

"I can just remember him; but I was a child  
when he left our parts."

"Then you would hardly recognise the man  
if you saw him now?"

"Hardly. Was he long out here?"

"A—many years. When a cruise was over  
he passed from ship to ship."

"What became of him at last?"

"God knows, my lad! You soon lose sight  
of a man at the whaling."

"I dare say he's dead by this time."

"Aye, dead enough, no doubt."

"Well, that is the best that could have  
happened to him."

"Do you think so, now?"

"I do. You're right, Jan. There was a  
mystery about the man."

"I thought as much, my lad."

"He had committed a crime, a murder—man-  
slaughter, at all events."

"Was it ever found out?"

"Yes; suspicion fastened on him at last but  
he had gone before that."

"Then his wife—was she dragged into the  
mesh, too?"

"She was, poor thing. The dead man and he  
had a dispute at an auction. Some hours later  
the old sexton going home late at night heard a  
cry, and came upon Larry's wife in the dark-  
ness, alone, and much agitated. Next morning  
it was found that Larry had fled."

"Has nothing been heard of him since?"

"Nothing. Justice was slow in those days—  
no telegraphs, no railways, you know."

"So they gave up the search, did they?"

"Well, there was a warrant for his arrest, but  
heaven knows if anybody wanted to catch him."

"I suppose the thing has got forgotten at  
last."

"Quite forgotten."

"Nobody talks of it now?"

"Nobody."

"Then if my old shipmate were living still  
and thought of going back—"

"There is hardly anybody alive who remem-  
bers anything about it."

"I think if I were he—that is to say, if he  
still alive—I almost think I should be tempted  
—but his poor wife, did she never hear from  
him?"

"Never, that I know of."

"My comrades used to send things though.  
I've seen him myself—money and things to  
someone—somewhere. Did nothing ever reach  
her?"

"No. Should have heard of it if it had. Fact,  
we always thought it strange he never tried to  
communicate with her."

"Perhaps he was waiting for a sign from her  
first to tell him it was safe; that the cloud had  
blown over; that he might write at all events."

"Well, yes, perhaps. Of course he wasn't  
going to run his head into a halter."

"Not that he was a man to be afraid of any-  
thing, but he couldn't want his wife and child  
to be disgraced."

"So you think he was that sort of man do  
you, Jan?"

"I do—I think I do. But do you know you  
are the first that ever came from my old friend's  
country?"

"Am I? It would have been strange enough,  
too, if he'd been here still and I'd been the first  
to come upon him."

"Wouldn't it? What questions he would  
have asked you after all these years—about his  
wife, for instance. She's alive, I suppose, isn't  
she?"

"Ah, no!"

"No?"

"She's gone, poor soul!"

"Gone?"

"Dead and buried these ten years at least."

"Ten years—dead—buried."

"Pined away seemingly—waiting, waiting—  
for the word that never came."

"They had been sitting in the cabin, and the  
old man has risen to his feet and then dropped  
back, and his head has fallen on the table."

"What's this? Fainted? Hello, there!"

"No, no, my lad, it's nothing. I'm all right.  
You touched me on a tender place, that time  
though. You see I lost my own wife, and came  
to hear of it just as it might be this way. I  
was on a long cruise, and was thinking of going  
back when the news reached me. A shipmate  
came along and told me—like this exactly, as it  
might be you telling me now—and she was  
dead and buried."

"Then that's why you are not going home,  
this cruise, is it?"

"I've nobody to go to now. Home is home  
to me no longer."

"And maybe that's why Larry Clough and  
you became such friends; you had that much  
in common with the poor miserable creature,  
anyhow."

"Just so, just so! You say my old comrade  
left a child behind him in the old country?"

"He did—a girl."

"She is alive, isn't she?"

"Alive, and well and hearty."

"When her mother died she would be quite  
young, wouldn't she?"

"A girl of fourteen or fifteen, perhaps."

"Then some good soul must have taken care  
of the child?"

"Yes, her old nurse looked after her."

"They never wanted for anything, did they?"

"No, the father had been in low water, but  
they had a little left—some legacy from the  
father's mother."

"She'll be quite a young woman now."

"Oh quite—quite."

"Married perhaps, eh?"

"Not yet—but maybe she will be before  
long."

The young fellow dives into his pocket, and  
brings out a crumpled letter.

"Look here, Jan. Came by the last mail.  
Don't mind showing you. You'll not laugh at  
me, will you? See both sides crossed—just like  
a woman, isn't it? Expecting you home soon—  
the darling! Such a half so long as it's  
been up here, but my bottom dollar on that."

Jan nervously holds out his hand and says in  
a quivering voice, "Might I now—would you  
let an old fellow—I used to get that sort of  
thing myself once—just to bring the memory  
of old times—eh?"

"Let you look at the letter? Of course I  
will. There you are," and he puts the letter  
into the old man's hands.

Jan grasps it in his trembling fingers and  
tries to read. "Come home to me soon, dear  
Lucy." But his eyes are wet, and he cannot see.  
"So this is your sweetheart's writing, is it?"

"What a beautiful hand!"

"You should see the girl herself, Jan. She's  
the dearest little woman in the county."

"And her name is Lucy?"

"Yes, and a sweet little name it is, isn't it,  
Jan?"

"The sweetest name in all the world?"

"Jan, I'll drink your health in a stiff glass  
of grog before I go."

"Tall, isn't she, my lad? Tall and straight  
as a standard rose."

"Exactly! And her hair—"

"Fair, isn't it? Yellow hair with a golden  
blow, isn't it?"

"That's Lucy to the life. You might have  
known the girl herself, Jan—you've hit her off  
exactly."

"I was talking of your sweetheart, my lad,  
but I was thinking of my wife, God rest her."

The young fellow in the sweet selfishness of  
grog feels nothing but his own happiness and  
goes on talking of the girl at home—how every-  
body loves her and pets her and "spoils" her.

Jan listens eagerly and his eyes glisten.  
"Then her father's crime hasn't overclouded  
the girl's life as it did her mother's?" he says.  
"Nobody has ever thought of remembering  
it against her."

"But the relatives of the murdered man—I  
suppose he had relatives?"

"The young fellow nods his head.  
"They can't forget it, can they?"

"To tell you the truth, I am the only relative  
he left behind him."

"You!" Jan has risen to his feet.  
"I'm his son."

"Then the man my old comrade killed—"

"He was my father."

There is silence for a moment, and then the  
old man says, "You must forgive me, my lad."

"For talking of my old friend. It's only  
natural, I must hate the very name and  
thought of him."

"No, to tell you the truth I don't hate him."

"I can't."

"How so?"

"You've heard me talk of my sweetheart?"

"Yes."

"Well, that's Larry Clough's daughter.  
We're going to be married, and that's why I  
came out here. My father had ships at the  
whaling, and I came to square up his old  
business. And now that it's done I'm going  
home to be married and settle down."

"And you two children intend to forget the  
cruel old feud?"

"Why not? Love is stronger than hate all  
the world over. My little girl loves me and I  
love her, and if there's anything between us—  
well, we are going to wipe it all out for ever  
and for ever."

Jan seizes the young man's hand. God bless



VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	---	S. Borcham	P. & O. S. N. Co.	On 25th inst. at Noon.
LONDON	CALCUTTA	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 28th inst.
LONDON	MACHAO	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 11th June.
HUEMEN VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	---	R. Heintze	MELCHERS & CO.	On 25th June.
MARSEILLES, LONDON & ANTWERP, V. SINGAPORE, &c.	AWA MARU	Jap. str.	---	N. Trent	NIPPON YUSEN KAISHA	To-day, at Noon.
MARSEILLES & LONDON	CANTON	Brit. str.	---	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 17th inst. at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	INDUS	Brit. str.	---	Riquier	MESSAGERIES MARITIMES	On or about 18th inst.
MARSEILLES & LONDON, &c., v. SINGAPORE, &c.	INABA MARU	Jap. str.	---	W. Bainbridge	NIPPON YUSEN KAISHA	On 20th inst. at 1 P.M.
HAVE & HAMBURG	SUEVIA	Ger. str.	---	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst. at Daylight.
HAVE & HAMBURG	SEGOVIA	Ger. str.	---	Foerck	HAMBURG-AMERIKA LINIE	On 31st inst.
TRIESTE, &c., VIA PORTS OF CALL	WITTENBERG	Ger. str.	---	Hempel	SANDER, WIELER & CO.	On 10th June.
NEW YORK VIA PORTS & SUEZ CANAL	GIBEL	Aus. str.	---	Moses	DODWELL & CO. LIMITED	On 18th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	AFRIDI	Brit. str.	---	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VANCOUVER, VIA MOJI, &c.	EMPEROR OF JAPAN	Brit. str.	---	H. Mowat, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 1st June.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	ATRENIAN	Brit. str.	---	A. Dixon	DODWELL & CO. LIMITED	On 17th inst.
PORTLAND (OR)	KNIGHT COMPANION	Brit. str.	---	---	SHEWAN, TOMES & CO.	On 17th inst.
SAN FRANCISCO VIA AMOY, &c.	CHINA	Brit. str.	---	---	PACIFIC MAIL S. S. CO.	On 25th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.	---	---	TOTO KISEN KAISHA	On 18th inst. at Noon.
SAN DIEGO, &c., VIA MOJI, &c.	CARLISLE CITY	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
AUSTRALIAN PORTS.	KASUGA MARU	Jap. str.	---	---	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
AUSTRALIAN PORTS.	EASTERN	Brit. str.	---	Ellis	GIBB, LIVINGSTON & CO.	On 10th June.
KOBE & YOKOHAMA	CHANGSHA	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 24th inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	WAKASA MARU	Jap. str.	---	J. B. Macmillan	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MOJI, KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	---	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst. at Noon.
SHANGHAI	MIKASA MARU	Jap. str.	---	Th. Lehmann	SIEMSEN & CO.	To-morrow, at 5 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LYNEMOON	Ger. str.	---	Matovich	SANDER, WIELER & CO.	On 17th inst. at Noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	MELPOMENE	Aus. str.	---	Bouls	MESSAGERIES MARITIMES	On or about 20th inst.
SHANGHAI & SHANGHAI	NATAL	Brit. str.	---	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 24th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PARRAMATTA	Brit. str.	---	Mages	MELCHERS & CO.	Quick despatch.
AMOY & SHANGHAI	JAVA	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 19th inst.
POOCHOW VIA SWATOW & AMOY	HAMBURG	Ger. str.	---	S. Atsumi	MITSUBI BUSSAN KAISHA	On 22nd inst. at Daylight.
SWATOW, AMOY & TAIWAN	WOOSUNG	Brit. str.	---	K. Sudzuki	MITSUBI BUSSAN KAISHA	On 25th inst. at Daylight.
TAMSWI VIA SWATOW & AMOY	ANPING MARU	Jap. str.	---	R. Sobajima	DODWELL & CO. LIMITED	On 26th inst.
HAIPHONG	AKASHI MARU	Jap. str.	---	Edgar	DODWELL & CO. LIMITED	To-day, at Noon.
MANILA	MAIDZURU MARU	Jap. str.	---	Wignall	JARDINE, MATHESON & CO.	On 17th inst. at Noon.
MANILA	DOONGSANG	Brit. str.	---	A. Ramsay	SHEWAN, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	DIAMANTE	Brit. str.	---	S. Yoshizawa	BUTTERFIELD & SWIRE	On 21st inst.
BOMBAY, VIA SINGAPORE & COLOMBO	SUNGHIANG	Brit. str.	---	---	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
	HIROSHIMA MARU	Jap. str.	---	---	---	---

SHIPPING.

**ARRIVALS.**  
May 13, Hsien Ho, British str., 1,082, A. A. Crawford, Wuhu and Chinkiang 9th May, General.—SIEMSEN & CO.  
May 14, CHIUEN, American steamer, 1,211, Sleeman, Canton 13th May, General.—CHINSEE.  
May 14, CANTON, British str., 2,164, C. F. Lockstone, Yokohama 29th April, General.—P. & O. S. N. Co.  
May 14, LYDEMOR, German str., 1,238, Lehmann, Canton 13th May, General.—SIEMSEN & CO.  
May 14, PRINZ HEINRICH, German str., 4,263, R. Heintze, Yokohama 4th May, Mails and General.—MELCHERS & CO.  
May 14, KNIGHT COMPANION, British str., 2,619, C. Froggatt, Singapore 8th May, Ballast.—ORDER.  
May 14, LOKSANG, British str., 979, W. G. Lansk, Moji 9th May, Coal.—JARDINE, MATHESON & CO.  
May 14, THALEN, British str., 838, A. J. Robinson, Swatow 13th May, General.—DODWELL & CO.  
May 14, ANPING, British str., 1,158, H. Barlow, Shanghai 14th May, General.—CHINSEE.  
May 14, MACHAO, British str., 4,270, W. T. Hannah, Liverpool 1st April and Singapore 9th May, General.—BUTTERFIELD & SWIRE.  
May 14, PAKHAN, British str., 1,235, F. E. Ferris, Koh-si-chang 6th May, Rice.—BRADLEY & CO.  
May 14, ARIAKE MARU, Japanese str., 2,193, Kagozawa, Moji 9th May, Coal.—M. B. KAISHA.  
May 14, CHARTERHOUSE, British str., 1,400, A. Dawson, Singapore 8th May, General.—CHINSEE.  
May 14, HAMBURG, German str., 6,597, H. Magin, Hamburg 3rd April and Singapore 10th May, Mails and General.—MELCHERS & CO.  
**CLEARANCES.**  
AT THE HARBOUR MASTER'S OFFICE.  
14th May.  
Haitan, British str., for Swatow.  
Dr. Hans Jery Kier, Norw. str., for Chiofo.  
**DEPARTURES.**  
May 13, LIZARD, British grubst., for Amoy.  
May 13, WITTENBERG, German hospital ship, for Singapore.  
May 13, FOCHOW, British str., for Canton.  
May 13, CHINGPING, German str., for Canton.  
May 13, NANYANG, German str., for Canton.  
May 14, CHINA, German str., for Nowehwang.  
May 14, DR. H. J. KIER, Norw. str., for Chiofo.  
May 14, ANTON, British str., for London.  
May 14, C. H. KIAN, British str., for Amoy.  
May 14, WUHU, British str., for Fochow.  
May 14, TAINANG, British str., for Fochow.  
May 14, MACDUFF, British str., for Shi-wu-yuan.  
**VESSELS IN DOCK.**  
ABERDEEN DOCK.—Ariel.  
KOWLOON DOCK.—U.S.S. Benington, Hongkong, Compania de Filipinas, Bernice, Albatross, Nanchang, Kiang Tung, Meade, Newark, Saturn, Union, Hanching, Hongkong Maru, Hanoi, Glenyle, Fei Hoo.  
COSMOPOLITAN DOCK.—Colendes, Petriana, Tacoma.  
**SHIPPING REPORTS.**  
The British steamer Knight Companion, from Singapore 8th May, had fine weather throughout.  
The British steamer Thales, from Swatow 12th May, had strong N.E. winds and sea, fine and clear weather.  
The British steamer Machao, from Liverpool 1st April and Singapore 9th May, experienced fine weather and smooth sea to lat. 19° N.; thence to port strong N.E. winds and hazy weather.  
The British steamer Anping, from Shanghai 11th May, had fresh and moderate E. to N.E. winds and sea, cloudy weather throughout, with moderate sea.  
The British steamer Pakhan, from Koh-si-chang 6th May, had light southerly winds and fine weather to Paracels; thence to port strong N.E. wind with high sea, cloudy and overcast weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
ADOLPH OBBER, American ship, Amesbury.—Standard Oil Co.  
CLAVEBER, British str., J. Barker.—Doddwell & Co., Ltd.  
COMPANIA DE FILIPINA, Amr. str., D. Migue, Oriz.—Brandao & Co.  
PRESIDENT, British bark, H. B. Munro.—Chinese.  
RANZA, British str., Arnot.—Standard Oil Co.  
SEA WITCH, American ship, Howe.—Master.

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" On 15th May, at 4 P.M.  
S.S. "BELGIAN KING" About 10th June.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE and YOKOHAMA TO-DAY (WEDNESDAY), the 15th inst. at 4 P.M.  
Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.  
Consular Invoices, to accompany Cargo, destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.  
For further information as to Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents,  
Hongkong, China and Japan.  
Hongkong, 14th May, 1901. [14]

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI.

THE Steamship  
"LYEEMOON,"  
Captain Th. Lehmann, will be despatched for the above port TO-MORROW, the 16th inst. at 5 P.M.  
This steamer has superior accommodation for First and Second Class Passengers.  
For Freight or Passage, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 13th May, 1901. [1239]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship  
"DIAMANTE,"  
Captain A. Ramsay, will be despatched above TO-MORROW, the 16th May, at 5 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light.  
A Doctor is carried.  
For Freight or Passage, apply to  
SHEWAN TOMES & CO., General Managers.  
Hongkong, 10th May, 1901. [1219]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship  
"HAMBURG,"  
OF THE HAMBURG-AMERIKA LINIE,  
Captain C. Magin, due here with the outward German Mail about the 14th inst. will leave for the above places about 21 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO., Agents.  
Hongkong, 13th May, 1901. [9]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship  
"MELPOMENE,"  
Captain Matovich, will leave for the above place on FRIDAY, the 17th inst., P.M.  
For Freight or Passage, apply to  
SANDER, WIELER & CO., Agents.  
Hongkong, 13th May, 1901. [6]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAYRE & HAMBURG (Calling at Singapore)	On 21st May } Freight.
SEGOVIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 31st May } Freight.
WITTENBERG	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 10th June } Freight.

For further particulars, apply to  
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1. [1051]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 17th May, at DAYLIGHT.
MIKASA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 21st May, at NOON.
WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 24th May, at DAYLIGHT.
ROSETTA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th May, at NOON.
N. TATO	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 24th May, at NOON.
HIROSHIMA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th May, at 4 P.M.
KASUGA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 31st May, at DAYLIGHT.
INABA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 31st May, at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.  
A. S. MIHARA, Manager.  
Hongkong, 29th April, 1901. [13]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	CANTON, C.F. Lockstone, R.N.R.	About 16th May	Freight or Passage.
SHANGHAI	PARRAMATTA	About 24th May	Freight or Passage.
LONDON, &c.	BENGAL, S. Borcham	Noon, 25th May	See Special Advertisement.
SHANGHAI AND JAPAN	JAVA, G. W. Gordon, R.N.R.	About 31st May	Freight or Passage.

For Further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 24th April, 1901. [1]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
TACOMA	3,811	A. Dixon	May 17th
VICTORIA	3,502	J. Panton	May 28th
BRAEMAR	3,001	W. Fraser	June 7th
GLENHOLE	3,769	W. Fraser	June 28th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, &c.

Excellent accommodation. First-class Table. DOCTORS and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW-YORK, &c.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. Tacoma to New York in 4 days. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, &c.

The best route to the KONTYCKE GOLD FIELDS. Frequent sailings from Victoria and Tacoma to DYNA and ST. MICHAEL.

Rates of Passage to other Points on application.  
A Special rate allowed to members of Government Service.  
For further information as to Passage or Freight, apply to  
DODWELL & CO., LIMITED, General Agents.  
Hongkong, 7th May, 1901. [11]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons. 10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 15th May, 1901.  
"EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 5th June, 1901.  
"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.  
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TAETAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:—  
"ATHENIAN" 3,882 Tons. Comdr. H. Mowat. On or about 1st June.  
Taking Cargo and Passengers for all points in CANADA and UNITED STATES.  
In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.  
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to  
D. E. BROWN, General Agent, Pedder's Street.  
Hongkong, 14th May, 1901. [110]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	WEDNESDAY 15th May.
PREUSSEN	WEDNESDAY 29th May.
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 13th June.
SACHSEN	THURSDAY 27th June.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July.
BAYERN	THURSDAY 25th July.
STUTTGART	THURSDAY 8th August.
KONIG ALBERT	THURSDAY 22nd August.
PRINZESS IRENE	THURSDAY 5th September.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN	WEDNESDAY 2nd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 16th October.
SACHSEN	WEDNESDAY 30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 13th November.
BAYERN	WEDNESDAY 27th November.

ON WEDNESDAY, the 15th day of May, 1901, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till NOON on MONDAY, the 13th May, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 14th May, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 14th May.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to  
NORDDEUTSCHER LLOYD, MELCHERS & CO., AGENTS.  
Hongkong, 2nd May, 1901. [3]



# VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"ACHILLES"	On 18th May.
GLASGOW and LIVERPOOL.	"PHOMETHEUS"	On 23rd May.

FOR	STEAMERS	TO SAIL
LONDON	"CALCHAS"	On 23rd May.
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHANUS"	On 25th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and SHANGHAI.	"WOOSUNG"	On 19th May.
MANILA	"SUNGKIANG"	On 21st May.
MANILA, PORT DARWIN, THURSDAY ISLAND, COOK, TOWN, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE.	"CHANGSHA"	On 10th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 13th May, 1901.

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.  
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"GISELA,"  
Captain Moser, will be despatched as above on SATURDAY, the 18th May, P.M.  
For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,  
Agents.

Hongkong, 11th May, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 20th May, 1901, at 1 P.M., the Company's Steamship "INDUS," Captain Riffault, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, BOMBAY, SINGAPORE, COLOMBO, and the Suez Canal, leaving that port on the 1st June, direct to Suez, Port Said, and Marseilles.

This steamer will have on her Passengers and Mails, leaving that port on the 1st June, direct to Suez, Port Said, and Marseilles. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 15th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th May, 1901.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"NATAL,"

Captain Bouis, will be despatched for the above ports on or about MONDAY, the 20th inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 14th May, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW, VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 22nd May, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 8th May, 1901.

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TANSUI VIA SWATOW AND AMOI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 26th inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 13th May, 1901.

## VESSELS ON THE BERTH

## U. S. MAIL LINES.

### PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	SATURDAY, 25th May, at Noon.
"DORIC"	SATURDAY, 1st June, at Noon.
"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABRIC"	TUESDAY, 23rd July, at Noon.

THE P. M. Co.'s Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 25th inst., at Noon, taking Freight for Japan, United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan, China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to ports beyond San Francisco in the United States, should be sent to the Companies' Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) whose value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEO. ECKLEY,  
ACTING AGENT.

Hongkong, 6th May, 1901.

## PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with

OREGON RAILROAD AND NAVIGATION COMPANY

operating the New First Class Steamships

"INDRAVELL," "INDRAVURA,"

"KNIGHT COMPANION" and "PORTLAND"

(OR) calling at SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION"

will be despatched for Portland (Or.) on

FRIDAY, the 17th May.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For further particulars of Freight and further information communicate with or apply to

ALLAN CAMERON,  
General Agent,

or to

SHEWAN, TOMES &amp; CO.

Hongkong, 14th May, 1901.

## REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI" ... 24th May

"HILLGLLEN" ... 14th June

"LOWTHER CASTLE" ... 30th June

"HEATHBURN" ... About 17th July.

For Freight and further information, apply to

DODWELL & CO., LD.,  
Agents.

Hongkong, 6th May, 1901. [1193-878-1194-988]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 25th May, at NOON, taking passengers and cargo to the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &amp;c., will be conveyed via Bombay without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

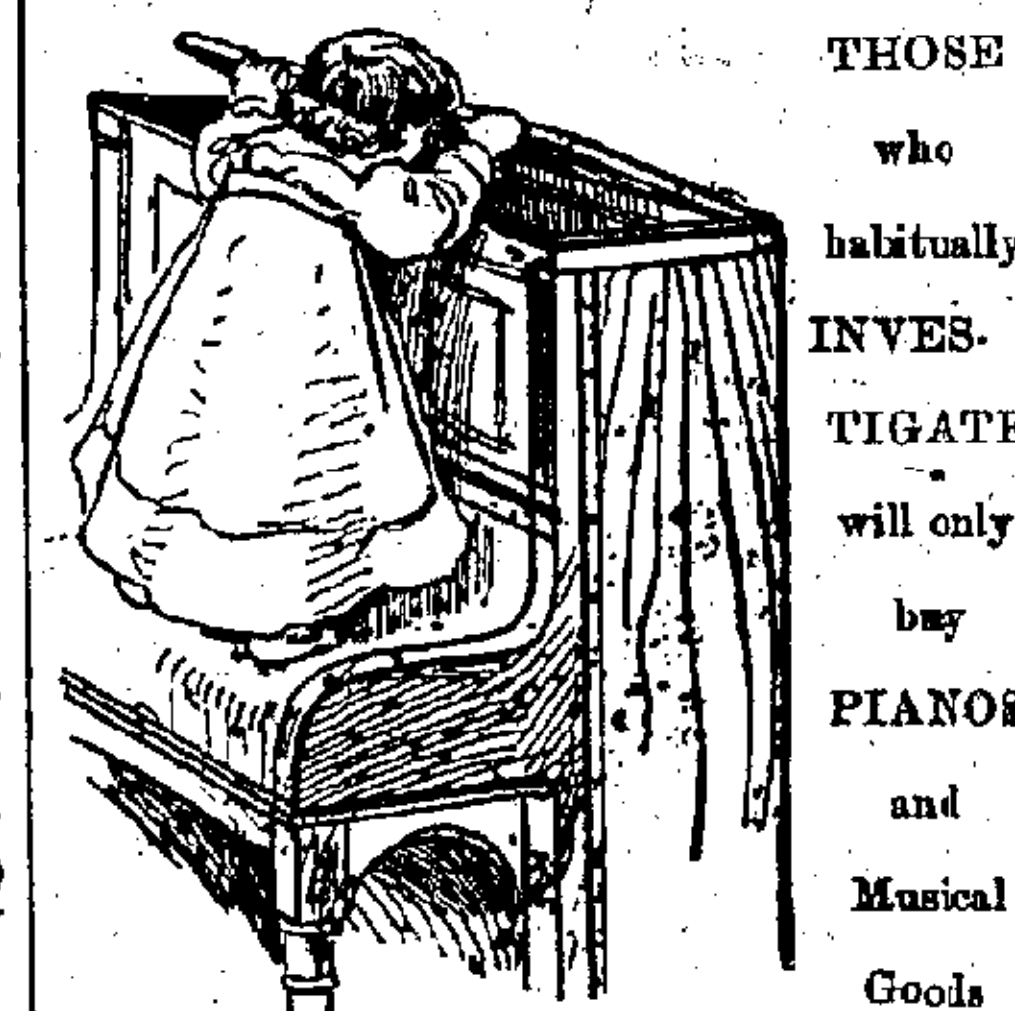
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE,  
Superintendent.

Hongkong, 13th May, 1901.

Mausang, British str., 1,843, Warab, May 8.	Jardine, Matheson & Co.
Nanchang, Brit. str., 1,082, Finlayson, Apr. 23.	Butterfield & Swire
Onsang, British str., 1,787, Young, May 12.	Jardine, Matheson & Co.
Petrians, British str., 900, Snape, Mar. 25.	Arnhold, Karberg & Co.
Prinz Heinrich, Ger. str., 3,902, Heintze, May 14.	Melchers & Co.
Quarta, German str., 1,146, Johanson, May 7.	Sander, Wieler & Co.
Ragnar, Norw. str., 1,220, Nielsen, May 11.	East Asiatic Trading Co.
Ranza, British steamer, 3,434, Arnot, May 9.	Standard Oil Co.
Sarnia, German str., 2,652, Pactow, May 8.	Siemssen & Co.
Simongau, Dutch str., 1,818, Sandman, April 18.	Chinese
Tacoma, British str., 2,811, Alwen, May 10.	Dodwell & Co., Limited
Taichong, German str., 828, Ahrens, May 13.	Meyer & Co.
Taihan, British str., 1,122, Stovell, May 3.	Bradley & Co.
Thalos, British steamer, 820, Robson, May 14.	Douglas Lapraik & Co.
Victoria, British str., 2,112, Pantou, May 13.	Dodwell & Co., Limited
Sailing Vessels.	
Adolph Oberg, Amr. ship, 1,262, Amesbury, Dec. 10, Standard Oil Co.	
Largo Bay, British ship, 1,178, Adams, April 7.	Sander, Wieler & Co.
Louisa J. Kenny, Amr. schr., 155, Olsen, Mar. 30, Master	
President, British bark, 766, Munro, April 3.	Chinese
See Witch, Amr. ship, 1,172, Howes, Feb. 21.	Master



AT THE  
ROBINSON PIANO CO., LD.  
QUEEN'S ROAD CENTRAL.  
Hongkong, 3rd May, 1901.

**THE OLDEST THE BEST THE CHEAPEST**  
Belts to the World  
**GANDY'S**  
Every Belt guaranteed & stamped every foot.  
**GANDY'S**  
Do other belts is genuine WORKS SEACOMBE & CHESHIRE

SOLE AGENTS  
LUTGENS, EINSTMAN & CO.  
HONGKONG.

## D. G. GEORGACAPULO'S EGYPTIAN CIGARETTES.

IMPORTED  
THE RECOGNISED LEADING CIGARETTE.  
MADE IN CAIRO.

SEE THAT ALL PACKETS BEAR THE EGYPTIAN GOVERNMENT STAMP  
THE ONLY GUARANTEE OF ORIGIN.

SOLE IMPORTERS—  
MESSRS. LANE. CRAWFORD & CO.  
HONGKONG.

## NOW READY. THE CHRONICLE AND DIRECTORY

FOR  
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS, INDIA, PHILIPPINES, BORNEO, &c.,  
FOR

1901.  
THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

## THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, as employed in the Continental Hospitals by Broussais, Boissier, Jobert, Valpey, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

**THERAPION No. 1** is a remarkable short-acting cathartic, removing discharges from the urinary organs, effectually expelling injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, phlegmation of the lower bowel, hemorrhoids, catarrhs, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

**THERAPION No. 2** is for the blood, purifying it, removing impurities, and all the diseases for which it has been too much a fashion to employ mercury, arsenic, &c., to the destruction of suffering and ruin of health. This purifier purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

**THERAPION No. 3** for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

**THERAPION** is sold by all the principal Chemists and Dispensaries throughout the world. In England, it is required, in ordering, state which of the three numbers is required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on the Government Stamp (to which letters on a red ground) affixed to every package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; CO., LIMITED.

Hongkong, China, and Manila.

2252

## Kills

KEATING'S POWDER  
KEATING'S POWDER  
KEATING'S POWDER  
KEATING'S POWDER

BUGS, FLAS, MOTHS, BEETLES, MOSQUITOES.

KEATING'S WORM TABLETS.

KEATING'S WORM TABLETS.

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTENSIVE OR THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles, by all Druggists.

Proprietor, THOMAS KEATING, LONDON.

1196

## CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

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Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, &amp;c.

Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Vaux Road Central, Hongkong, 131, Fleet Street, London; or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

ON SALE.

"MOUNTINGS OF THE NAVAL GUNS and their Subsequent Use with the LADYSMITH RELIEF COLUMN," Being a Lecture by CAPTAIN PERCY SCOTT, R.N., &amp;c., and CAPTAIN A. H. LIMPUS, R.N. (of H. M. S. Terrible).

The book is printed on art paper, and illustrated with coloured maps and sketches.

Prices ... \$1 and \$1.50



